

Further from the Arctic.

QUEBEC, Oct. 14.—The bark Cambria picked up Capt. Luce, 7 or 8 of the passengers, and 5 of the crew of the Arctic, from a raft.

The following is a correct list of the passengers saved with Capt. Luce: F. May, G. F. Allen, James Smith, of the Arctic, I. A. G. Francois of the Vesta-seaman, Pat Noran, A. Grant, Mike Russell, John Riley, and John Patterson.

The names of those who arrived at Quebec on the ship Huron, are, Luke McCarty, Richard MacIne, John A. Brys, Christian Moran, Erastus Miller, J. Drury, James Ward, D. Penny, R. Bryson, James Conly, James Conner, F. Wilson, and Grant Conway, Mrs. Collins and family lost.

Statement of Captain Luce:

The Arctic sailed from Liverpool on Wednesday, the 21st Sept., at 11 A. M., with 233 passengers and about 150 of a crew. Nothing of special note occurred during the passage, until Wednesday the 27th, when at noon we were on the Banks, in latitude 46 deg. 45 min., with long. 52 west, steering west by compass.

The weather had been foggy during the day. A distance of one-half to three-fourths of a mile could be seen but only at intervals of a few minutes. A very dense fog followed, by being sufficiently clear to see one or two miles.

At noon I left the deck for the purpose of working out the position of the ship. In fifteen minutes I heard a cry of hard a starboard from the officer of the deck. I rushed on deck, and had just got out when I felt a crash forward; at the same moment saw a steamer under the starboard bow, and the next moment she struck against our guards and passed astern of us. The bows of the stranger seemed to be literally cut or crushed off for full ten feet; and it seemed, that she must probably sink in a few minutes. Taking a hasty glance of our ship, and believing we were comparatively uninjured, my first impulse was to endeavor to save the lives of those on board the sinking vessel. The boats were cleared, and the first first officer and six men left with one boat, when it was found that our own ship was leaking fearfully. The engines were set to work, instructed to put on the steam pumps, and the four deck pumps were worked by the passengers and crew. The ship was headed for land, which I judged to be about 50 miles distant.

I was compelled to leave my boat and crew with the first officer to take care of themselves. Several ineffectual attempts were made to stop the leak, by getting sails over the bows, and finding the leak gaining on us very fast, notwithstanding all our very powerful efforts to keep her free, I resolved to get the boats ready, and as many ladies and children placed in them as possible; but no sooner had the attempt been made, than the firemen and others rushed into them in spite of opposition. Seeing this state of things, I ordered the boats astern to be kept in readiness until order should be restored, when to my dismay, I saw them cut the rope and disappear astern in the fog, another boat was worked down by persons rushing at the davits, and many persons precipitated into the sea and were drowned—this occurred while I had been engaged in getting the starboard guard boat ready, and placed the 2d officer in charge, when the same fearful scene as with the first boat was enacted, men leaped from the top of the rail, 20 feet, pushing and maiming those who were in the boat. I then gave orders to the 2d officer to let go and row after the ship under the stern, to be ready and take on board women and children as soon as the fires were out and the engines stopped. My attention was then directed to the other quarter boat, which was found broken down but hanging by the tackle, a rush was made for her also, and some dozen or fifteen got in and cut the tackle. It was soon out of sight. In the mean time, I found that not a seaman was left on board, nor a carpenter, and without any tools to assist us to build a raft, as our only hope, and the officer left was Mr. Doran, the 3d officer, who aided with many of the passengers, who deserve great praise for their coolness and energy in doing all in their power up to the moment before the

ship sunk. The chief engineer with a part of his assistants had taken out the smallest deck boat, and before the ship went down, pulled away with about 15 persons. We had succeeded in getting the fall and mainyard, and two top gallant yards overboard, and such other small spars and materials as we could collect, when I was fully convinced that the ship must go down in a short time—not a moment was to be lost in getting the spars lashed together, to form a raft, to do which it became necessary to get the life boat into the water.

This being accomplished, I saw Mr. Doran, 3d officer of the boat, taking care to keep the oars on board, to prevent them from leaving the ship, hoping still to get most of the women and children in the boat at least. They had made considerable progress in collecting the spars, when an alarm was given that the ship was sinking, and the boat was shoved off without oars, or anything to help them with, and when the ship sank, the boat had got an eighth of a mile to leeward, and in an instant, about a quarter to five P. M., the ship went down, carrying every soul on board with her. I soon found myself on the surface, after a brief struggle, with my own helpless child in my arms. I again found myself impelled downward to a great depth, and before I reached the surface a second time, had nearly perished, and lost the hold of my child.

As I struggled to the surface of the water, a most awful and heart-rending scene presented itself to my view. Over 200 men, women and children, struggling together, amidst pieces of wreck of every kind, calling on each other for help, and imploring God to help them. Such an appalling scene may God preserve me from witnessing again. I was in the act of trying to save my child, when a portion of the paddle box came up edgewise, just grazing my head, and falling its whole weight upon the head of my darling child. In another moment I beheld him lying lifeless in the water. I succeeded in getting on to the top of the paddle box, in company with eleven others; one however, soon left for another piece, finding that it could not support so many. The others remained, till they were, one by one, relieved by death. We stood in water at a temperature of 45, up to our knees, and frequently the sea broke directly over us. We soon separated from our friends on the other parts of the wreck, and passed the night, each one of us expecting every hour would be our last. At last the wished for morning came, surrounded with dense fog, not a living soul to be seen but our own party, seven now being left. In the course of the morning we saw some water casks and other things, belonging to our ship, but nothing that we could get, or afford us any relief. Our raft was steadily settling, as it absorbed water. About noon Mr. S. M. Woodruff, of N. Y., was relieved by death, all the others now began to suffer very severely for water, except Mr. George Allen, and myself. In that respect we were very much favored, although we had not a drop on the raft; the day continued foggy, except just at noon, as near as we could judge, we had a clear horizon, for about half an hour, and nothing could be seen but water and sky. Night came on, dark and dreary, with our minds made up that neither of us would live to see the light of another day, for very soon three more of our suffering party were relieved by death, leaving Mr. Allen, a young man and myself. Feeling myself getting exhausted, I now sat down for the first time, at 8 o'clock in the evening, on a trunk which had been found on the wreck. In this way I slept a little throughout the night, and became somewhat refreshed.

About an hour before daylight, now Friday the 29th, we saw a vessel light near us, we all exerted ourselves to the utmost of our strength in hailing until we became exhausted. In about a quarter of an hour the light disappeared to the east of us.

Soon after daylight a bark hove in sight to the northwest, as the fog having lightened a little, steering apparently for us, but in a short time she seemed to have changed her course, and we were doomed to disappointment. Yet I feel hopes that some of our fellow sufferers may have been seen and rescued. Shortly after we had given up all

hopes of being rescued by the bark, a ship was discovered to the east of us steering directly for us. We now watched her with the most intense anxiety, as she approached, the wind varying caused her to change her course several points. About noon they fortunately discovered a man on the raft near them, and succeeded in saving him, by the second mate jumping over the side, and making the rope fast around him by which he was got on board. This man proved to be a passenger on board the steamer with which we came in collision. He informed the captain that others were near on pieces of wreck, and by going aloft he saw us and three others. We were the first to which the boat was sent, and safely taken on board about 3 P. M. The next was Mr. James Smith, of Miss., second-class passenger. The others saved were five, one of our firemen. The ship proved to be the Cambria of this port, from Glasgow bound for Montreal, Capt. John Russell, who commanded the bark Jerry Stevens and was rescued kindly by Capt. Nye of the Pacific. Of Capt. Russell, it would be scarcely possible to say enough in praise for the kind treatment all of us have received from him during the time we have been on board his ship. His own comforts have been given up in every respect for our relief.

Rev. Mr. Walker and lady, and another gentleman who were passengers by the Cambria, have been unceasing in their endeavors to promote our comfort. To them and to all on board, we shall ever owe a debt of gratitude for their unbounded kindness to us.

From the Frenchman who was picked up, I learned that the steamer with which we came in collision was the screw steamer Vesta, from St. Pierre, bound from and belonging to Grenelle, France. We learn the Vesta was steering E. by E. and was crossing our course two points, all sails set, wind W. by S. Her anchor stock about 7 by 4 inches square struck the bow of the Arctic about 18 inches above the water line, an immense hole had been made at the same time by the fluke of the anchor about 2 feet below the water line, raking fore and aft the plank, and finally breaking the chains, leaving the stock remaining in through the side of the Arctic, and it is not unlikely that as so much of her bows had been crushed in some of the heavy pieces of iron running through the ship, may have been driven through her side, causing the loss of our ship, and I fear hundreds of most valuable lives. We have safely arrived at Quebec, and I am left without a penny in the world to help myself, with but sincere gratitude to those from whom I have received such unbounded kindness since I have been thrown among them, from whom I am about to separate to go to my home of sorrow. I learned from the Doctor at Quarantine last evening, that the Vesta had reached St. Johns, N. B., with some passengers from the Arctic, but I could not learn the particulars.

As soon as I can get on shore, I shall make arrangements to leave for New York with the least possible delay, and expect to take the steamer for Montreal this P. M.

I am very respectfully,

Your obedient servant,

JAMES C. LUCE.

NEW PRINTING PRESS.—Mr. Stephen Brown, of Syracuse, has invented an ingenious press for printing four different colors simultaneously. The Syracuse Journal says that the inking apparatus and the principles of the machine are so arranged that four different colors can be printed at one impression, at the rate of about five hundred impressions an hour. And not only can different lines be printed in various tints, but so perfect is the invention, that one letter may be printed in two, three or four colors; or printed in one color and shaded by another, all with the same impression. It will be found invaluable to printers, if it prove what it is represented.

The Mexican consul at New York, has received a despatch from New Orleans, that the so called revolution in Mexico is at an end.

Five ocean steamers have been lost during the present year; the melancholy list being as follows: The City of Glasgow, the Franklin, the Humboldt, the City of Philadelphia, and the Arctic.

HORRIBLE MURDER NEAR LEXINGTON, KY.

—We were informed yesterday evening, by passengers on the cars from Lexington, of a tragedy that occurred in the county of Fayette, on Saturday night, which almost transcends belief, it is of so horrible a nature.

Mr. Frazer, a farmer of the county, had been absent with stock at New York for some months, and on Saturday telegraphed his family that he would reach home that evening. His neighbor and partner, Mr. Castleman, awaited his arrival at the depot, and conveyed him to his residence. Leaving the house, Mr. C. was startled about an hour afterwards by the report of a gun. He immediately went to Frazer's, and there discovered him dead, the house darkened, Mrs. F. above stairs, Grigg, the overseer below, and a daughter aged 11, with her mother. They account for the death of the men, by the accidental discharge of a shot gun, which he had in his hand, preparing to shoot a rat. Suspensions were aroused, and the overseer and Mrs. Frazer were both arrested.

The body of the deceased was terribly bruised, a hole shot in his head, another through his body, his throat very nearly cut, and three ribs broken, effects not reasonably caused by accident. There appears to be no doubt in the minds of those advised of the facts, as to the criminality of Mrs. Frazer and Grigg. Previous to this time the neighbors had suspected improper intimacies between the two, and it is supposed that it was for the purpose of getting Frazer out of the way, so as to render a marriage feasible, that the awful deed was accomplished.

There are various circumstances connected with the affair which go to criminate the suspected parties. During Monday and yesterday, they were undergoing a preliminary trial.—[Lou. Courier, Oct. 4.]

MISSING SHIPS.—The list of wrecks and casualties at sea, registered at Lloyd's during the present year, since the 1st of last January, discloses a frightful catalogue of ships missing, and which are now given up as lost, having, as it is supposed, foundered with all hands on board. In all, there appear to be no fewer than forty-eight, which do not include the losses of the Madagascar, and the ill-fated City of Glasgow screw steamer, with which upward of five hundred and eighty unhappy creatures were lost. Of the forty-eight, a large number were vessels bound across the Atlantic, carrying many passengers. Among them were the following:—The Waterloo, from Liverpool to New York; the Ann, Capt. Atkinson, from Quebec for Bristol; the Leviathan, of and from New York for Liverpool; the Joanna, from New York for Dunkirk; the American Lass, Capt. Cousins, from St. John's, Newfoundland, for Oporto; the Emma Field, from Bath, U. S., for Liverpool; the Gipsy, Capt. Stephenson, from St. John's for Greenock. Also, the ship Arco, of New York; the Agnes Hall, from Monte Video; Wilberforce, Syria, Urgent, Antilas, John Wickliffe, Governor Briggs, William Thompson, Sarah, (Peterson,) Ann Tift, Spectator, Red Rover, Richard Watson, and the Abbe, of Bridgeport. The remaining vessels were brigantines and schooners. Strange to say, not a vestige of any one of the unfortunate vessels has turned up, not a fragment has been discovered.

CLEVELAND AND TOLEDO RAILROAD.—The Norwalk Reflector says, of travel over the southern line of this road:

"The travel over the southern division of the Cleveland and Toledo railroad is immense. It has been increasing for some time, until the trains number 11 and 12 first class cars. The night train going west on the 5th contained 12 cars, and there were at least 100 passengers who could not get seats. The morning train on the 5th had 11 first class cars all full. At Monteville, as we learn, there were 200 passengers waiting to go west, and some fifty at Clyde."

This is good news for stockholders, but it is rather a backset to know that one-third of the fare from Cleveland to Toledo has to be paid to the Cleveland, Columbus and Cincinnati road for the use of its track from Grafton to the Lake. The Lake Shore division of the road, we believe, is just about paying expenses.—[San. Register.]